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Capital Region Plan

THE long-awaited report of the Capital Region Planning Board, only fully documented in January, was filed yesterday with the B.C. government and the respective municipal areas concerned. It is comprehensive and thought-provoking, with qualified estimates of what may comprise the capital region 17 years hence. As a basis now for discussion and future action the report should prove most valuable.

Its full adoption in workable terms would require practically unanimous consent through the several municipalities concerned, and thereafter two-thirds approval of steps taken under it. For that reason municipal reaction may develop slowly; but here, at least, has been etched in what Victoria and its environs may be like in 1976, some of the key problems to be faced along the way and many of their suggested solutions. No one reading the components of the report, with its maps, facts and references, could remain unaware of the immense amount of study and research which have gone into its preparation to the credit of its originators.

While the report deals with basic issues such as population, factor of growth, industrial development, arterial traffic, residential and commercial areas, schooling and the other matters, one is glad to see the attention given also to parks, recreation, waterfront access and scenic opportunities, including a proposed new marine drive. Its suggestions, too, for highways and parking areas are much to the point. The projected maps in use and occupancy divisions are very helpful inclusions.

With the forecast details, as distinct from the certainty of the region's future growth, there may be room for some debate. The report, however, sets forth what the Capital Region Planning Board believes will be physical circumstances of the region nearly two decades from now. A population of nearly 200,000, some 72,000 individuals on payrolls, 600 acres in industrial plants and about 500 acres in other commercial use, nearly 60,000 dwellings and about twice as many schools as now, make cheerful prediction.

No work of this scope can be weighed in sections. The report deserves to be taken as a whole, and without question it is a challenging start.

The National Birthday

EASTERN newspapers have been discussing of late what they call Canada's 100th birthday, due to fall in 1967. That year will mark the centenary of Confederation, and since this will be a gala occasion akin on a larger scale to B.C.'s own centenary of last year, it is urged that preparations be set underway even now. The years have a habit of slipping past and another eight will not be long in changing the calendar.

Undoubtedly the celebration of 1967 will have some world-wide impact and will invite attention, but it may cause some misleading inferences as well. As a nation no doubt Canada officially will only be 100 years of age in 1967, yet it was in being under this name before that. If evolution is part of a country's history, some recognition must be given to the antecedents. It may be difficult to pinpoint an exact date as being the beginning, but it is 200 years since Canada became an extension of the British realm. Before that for many years there were the early French roots which are part of the Canadian warp and woof.

If Canada officially proclaims its 1967 birthday as its 100th, therefore, some misconceptions may be drawn. The conclusion might well be that for a nation only a century old Canada has come a long and creditable way. On the other hand, older lands which log their years back through many centuries might think Canada was still a youngster in the grand comity of nations. It is of course 100 years of Confederation that will be celebrated eight years hence, and that is the point to be highlighted. National years are unlike personal years; the individual doesn't like to grow old, but the prestige of a nation increases with age.

A Mean Trick

WHATEVER may have been the original concept of the purpose of parking meters, it is pretty obvious now that municipalities are attracted most by their money-making potentialities. However, this extraction of money from the motoring public should stop short of gouging.

A new type of meter being considered for installation in the proposed Cormorant Street public parking lot is an underhanded device, and the council should have nothing to do with it, even if its sneaky way of marking time secretly would bring in a bit of extra revenue. The City needs money to finance its new parking projects, but not that desperately.

The open-face meters at present in use do permit occupiers of space to get something for nothing now and then. Technically that is wrong, and a motorist should put more money into the meter even though it may show unexpended time. But that evens itself out in the long run; the driver lucky enough to win free time on a meter today may have to leave some behind tomorrow. The City still receives full rent for the accommodation provided.

Apart from that a motorist is entitled to know how much time he has left. One who may be without a watch and who returns to his car two or three times during a shopping expedition should not have to "feed" the meter every time to be on the safe side. Nor should the City expect to be paid twice over for the same space during the same period of time—by the same person. To install meters of that type in Victoria would be a mean trick.

Island Editors Say

Foreign Domination

Nobody seems to be very much disturbed over the fact that nearly 80 per cent of foreign, mostly United States, capital controls our industrial life or that nearly 60 per cent of our exports are taken up by the same country. Neither do they seem to care that we are gradually becoming foreign dominated, that in a very few years we shall not be the free country that we think of ourselves as being.

A lot of our country has been, and is being given away as a bonus to foreign capital and very few seem to care. We are political infants with outstretched hands forever demanding but with too little thought for the future, that is, the future of our country.

—CAMPBELL RIVER COURIER

Education's Challenge

Throughout Canada today there appears to be a growing demand for more emphasis on academic achievement in the public schools, tougher courses, higher standards, a feeling that pupils should be made to work and work hard at their education. This is all to the good because in education as in anything else, the student will derive from the school only as much as he is prepared to put into it and it is essential to the future of society that we exploit our intellectual resources to the full. But this is not the greatest challenge facing the school today.

The great challenge is to provide some adequate alternative for the small percentage of students who, through no fault of their own, are unable to survive the toughened up high school courses.

—LADYSMITH CHRONICLE

International Holiday

A challenge has been sounded to members of Sidney and North Saanich Chamber of Commerce. Last Thursday, when he was greeting visitors from Anacortes, Dr. C. H. Hemmings recommended that a day be set aside each year, when the ferry to Anacortes is working on a year-round basis, for celebrating the international link. The suggestion is sound and one which could be developed into a notable local celebration.

The recommendation is one which should be thoroughly investigated by the Chamber of Commerce and every effort should be made to establish this annual function as an attraction to visitors from all parts of the Anacortes area. A similar response would be made and as many as could find the opportunity to meet such arrangements should plan on visiting the city across the international line once each year.

—SIDNEY REVIEW

Running for the Mark . . .

Winter "frostbite" sailors racing in Cadboro Bay. —Photo by ERIC SCOTT

Thinking Aloud

". . . of shoes—and ships—and sealing wax—of cabbages and kings."

By TOM TAYLOR

IT seems a funny thing to scrap the Arrow and then go shopping abroad for planes to buy. These won't come cheap wherever they are found, and if they are to be built in Canada under licence why not continue to build the Canadian plane? The difference in cost cannot be great.

In fact why build planes at all if, as the defence department keeps pointing out, missiles have outmoded fighter aircraft.

It is all very confusing, and ambiguous statements by cabinet ministers on the subject don't help to clarify the situation for the layman.

* * *

I suppose if a hockey team loses a game by a score of seven goals to none the assumption that somebody's not been trying very hard is a pretty good one. Hence, doubtless, the $50 fine inflicted by their coach on 10 hapless Cougars. I am just wondering however if they would each get a $50 bonus if it happened they won a game by the score of seven to nothing.

* * *

Yours truly is personally unconcerned about the problem since he is one of Pharoah's lean breed, but being of sympathetic mind he endorses the complaint of the Lieutenant-Governor that airlines show scant consideration for the stout of frame.

Said the amply-built Mr. Ross in Vancouver recently, according to Time magazine: "There's nothing worse than squeezing yourself into a narrow seat, then have the man in front put his seat back until it rests on your chest."

I suppose if more room were provided there would be fewer seats and the fares would go up. Perhaps there should be separate planes for thin people and fat people. That might force some folk to pay heavily for their poundage—or go on a diet—but it would right the anomaly of the lean passenger getting no more luggage allowance than the stout one.

* * *

A local reader says there is a rumor going round—in the stratosphere, I suppose—that the reason the Russian sputnik didn't get close to the moon was because a battalion of the HLI is standing on guard up there. That's my old regiment and I thank him for the compliment.

Another correspondent, this time all the way from Suffolk, England, tells of a Dresden ballet in which the dancers wore kilts with sporrans behind instead of in front; and asks me if it is customary to have the sporran in the rear. My answer is that doubtless the dancers would want something soft to sit down on when they finished the ballet.

But of course I think both readers are trying to pull my leg.

* * *

The Manchester Guardian prints a story that puts a housewife in her true perspective. Where cooking is concerned it is the natural and perhaps the right one, too. Here it is:

The wife of my friend answered the door.

"Would you be in favor of more nationalism?"

"I don't think so."

"Are you Conservatives?"

"I don't think so."

"Then you are Liberals?"

"I don't really think so."

And rightly the research assistant withdrew, much to the amusement of my friend, himself a university teacher interested in research.

"You weren't very helpful with that, my dear."

"Nor would you be if you had a pudding on the point of boiling over."

* * *

Apropos marching skills a Victorian writes to say he saw the PPCLI do the Trooping the Color on film in a local theatre. "I have never seen it done better, not even on the Horse Guards Parade in London."

Good for the Patricias.

White Paper on Crime

Emphasis on Rehabilitation

By ERNEST ATKINSON, from London

LIKE many other countries, Britain has to note an increase in crime in recent years. Comparable statistics are hard to produce. There are indeed wickednesses which any policeman anywhere will recognize as crime and for which the long arm of the law in any country will be made longer by Interpol.

But when it comes to definitions, even Interpol might find it difficult to count these human aberrations in fair and comparable statistics. We are on better ground in discussing what one country or another may be trying to do about the crime that it finds within its borders, and how it is examining its causes, its prevention, and its cure.

In Britain, at any rate, the social conscience is well awakened over the whole problem. It is awakened, if puzzled. For it cannot but be remarked that while since the 1939-1945 war standards of material prosperity, education and social welfare have risen very much, there has been no decrease in the high rate of crime that the war years brought. And neither the social workers nor the social philosophers, who are both numerous, can convincingly say why.

* * *

But the Home Office, under the reforming hand of Mr. R. A. Butler, Home Secretary, has lately put out a White Paper of cardinal importance under the title of "Penal Practice in a Changing Society" to discuss "the problem with which crime confronts us and the agencies which exist to deal with it."

Perhaps in the light of the higher wisdoms it is nothing for a country to be particularly proud of that it has enough crime to be studied and philosophized about. But crime, after all, is world-wide, and punishment, in one place and another, more or less retributory, more or less reformative. And Mr. Butler's White Paper does indeed look forward to the possibility of a fundamental re-examination of penal philosophy—not simply to the punishment of wickedness, but to the end of the making of the criminal a competent member of the society he has offended.

* * *

One very interesting feature of the White Paper is its proposals for the treatment of young offenders. It seeks to replace sentences ranging between six months and three years by indeterminate sentences on "Borstal" lines, instead of fixed prison sentences.

This means that the offender may be released at any time after a minimum of six months, if he responds satisfactorily to training, and if his prospects of rehabilitation are favorable. Again, the proposed provision of more detention centres (which have been showing encouraging results) will eventually mean that all sentences of six months or less passed on these young offenders may be detention and not of imprisonment.

True it is that in 1938 and 1939 there were fewer than 10,000 people in prison while now there are over 20,000. But both the population and its temptations have increased in the meantime. And as the text of the White Paper quite fairly shows, the post war increase is not devastatingly serious, nor is the growth of crime a new problem.

* * *

True it is that the increase in crime has caught both the punitive and the rehabilitative authorities if not unawares then admittedly inadequately prepared. For proper accommodation is acknowledged to be very inadequate for the one in 2,500 of the population who are in gaol.

This is to be bettered both by building new prisons and rebuilding and enlarging existing prisons and by further diversifying them so that the various kinds of offenders—to the benefit at any rate of the more inexperienced and the relatively more innocent of them—can be kept apart.

There is also to be set up an official working party to examine the practical aspects of the proposal made by the great reformer, the late Margery Fry, that there should be a scheme for the payment of compensation to those who suffer personal violence at the hands of criminals. And there is to be a committee to inquire into all aspects of the probation service, its functions, administration, recruitment, training, pay, and conditions of work.

Mayhem by Mail?

(From The Ottawa Journal)

FOR YEARS the stapler, a business gadget used to fasten documents together, has been gaining ground. It has almost completely displaced the old-fashioned paper clip and the idea of using the common pin for this purpose is laughed to scorn. When discreetly used at the upper left hand corner of a page, the stapler is effective. When carelessly used, it can and does defeat its ends with a vengeance.

Rather than risk the breaking of nails or the piercing of fingers in opening an improperly stapled document, the recipient will cheerfully hurl it into the waste-basket unread. Folded documents, heavily stapled to avoid the use of envelopes are likely to meet the same fate.

By far the worst example of bad stapling that has come to this desk is a small tabloid which we believe—but are not altogether certain—came from HMCS Shearwater. Its stapling was so abundant that it was quite impossible to open it save at the risk of complete destruction of the material and of one's hands. Even a naval veteran in The Journal's editorial room would have nothing to do with it. To send mail in this manner comes close to being a criminal offence. It could come under the head of sending dangerous material through Her Majesty's mails or perhaps "mailing with intent to wound."

Time Capsule . . . *By G. E. Mortimore*

Dillinger Escapes

ARMED with a wooden pistol, John Dillinger subdued his guards and walked out of the "escape-proof" Lake County jail at Crown Point, Indiana, 25 years ago.

Retirement of Capt. Cyril D. Nerantsos, head of B.C. Coast Steamship Service, was announced by the CPR. It was to take effect April 1, 1934, under company superannuation rules. The new manager was to be Capt. R. W. McMurray.

Victoria delegates to the Dominion conference of the Canadian Legion left for Ottawa, prepared to join in the Legion's campaign against the federal government's attempts to reduce pensions. The delegation was headed by Lieut.-General Sir Percy Lake.

Canada's Senate for the second time approved hospital sweepstakes, by a vote of 40 to 23. The bill had been introduced by Senator G. H. Barnard of Victoria. In the previous year, the Senate had passed a similar bill introduced by Senator A. D. McRae, but it was overwhelmingly defeated in the Commons.

* * *

THE naval race between Great Britain and Germany was gathering speed, 50 years ago.

The first "mammoth warship" of the German navy, the 18,000-ton Nassau, was launched at Wilhelmshaven by the Grand Duchess of Baden. Built of hardened steel, she was Germany's largest battleship. Others of her type were being built.

Five years later, Britain and Germany were destined to be at war.

Conservatives led by J. D. Hazen upset the New Brunswick Liberal government and swept to power with 31 seats to 12 for the Liberals and three independents. The Liberals had been in power for 25 years.

One hundred and sixty-four children died when fire struck a school in North Collingwood, a suburb of Cleveland, Ohio. The children were pinned in narrow hallways and jammed against doors that only opened inward. There was only one fire escape, at the rear of the building.

* * *

COLONIAL politicians were trying to sweep the Indians out of the way, 100 years ago.

Mr. Speaker Helmcken of the Vancouover Island House of Assembly said, in an address to Governor James Douglas, "that the House wishes the Indians removed, not by violence but with their consent, to San Juan Island."

"The reserve to be sold, except the waterfront. The proceeds of sale taken by the government, except sufficient to build a schoolhouse for the Indians, and pay for the survey of the reserve in town lots.

"Interest to be allowed at the rate of 5 per cent on surplus proceeds for 10 years; 2½ per cent for 10 years more.

"The interest to be applied as recommended by His Excellency for the education, etc., of the Indians, who it is supposed will be all dead before 20 years.

"The interest to be paid by taxes imposed in the town of Victoria. The net amount to be used in improving Victoria Harbor, removing Victoria bridge and building another bridge at Point Ellice,

"If this proposition should not be adopted, then Victoria bridge should be removed to enlarge the harbor, and keep the Indians away from town."

—FROM COLONIST FILES.

The Packsack

Of GREGORY CLARK

ON the outskirts of almost every American city large or small there are, right on the highway approaches, great ugly ten-acre lots crammed with junked old cars. These are car-wrecking establishments. And what with rust, ruin and decrepitude, a more doleful and uninspiring sight can hardly be imagined. As a rule these ugly conglomerations are situated cheek by jowl with smart shopping centres, handsome motels and de luxe service stations.

At lunch, we sat at a table with a local businessman of the friendly, service club type.

"Why," I asked him, doesn't the chamber of commerce or somebody arrange to have these huge wrecking junk yards located out in areas where they don't offend the eye? These highway approaches to your city with supermarkets and handsome salesrooms of all kinds must be very expensive real estate to be so depreciated by junk piles."

"Ah," said the businessman, "those car wrecking yards are deliberately left there as a warning to the public. They serve as an object lesson to the public to remember to drive with care. There could be no more striking public warning."

He dwelt on the subject with considerable eloquence.

When I was paying our check, I asked the cashier what business our table acquaintance was in.

"Car wrecking," said she.